Nomad
SERVICE BULLETIN

FUEL SYSTEM – INTRODUCTION OF PRESSURE RELIEF HOLES IN CHECK VALVES (MOD N52)

1. **PLANNING INFORMATION**

A. **Effectivity**

Nomad N22 Aircraft Serial Numbers N22–3 to N22–9 inclusive, N22–11 to N22–14 inclusive and A18–303. Factory action covers all other aircraft.

B. **Reason**

To prevent over-pressurisation of fuel lines due to thermal expansion after engine shut down. This effect can cause failure of the engine fuel pump seal.

C. **Description**

This Service Bulletin requires that the flapper in the cheek valve fitted to each of the airframe boost pumps is provided with a vent hole.

D. **Compliance**

To be carried out within 28 days of receipt of this Service Bulletin.

E. **Manpower**

Approximately two manhours.

F. **Material – Price and Availability**

None.

G. **Tooling – Price and Availability**

None.

H. **Weight and Balance**

Not change.

I. **References**

Maintenance Manual Chapter 28–20–00.

J. **Publication Affected**

Illustrated Parts Catalogue Chapter 28.

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2. **ACCOMPLISHMENT INSTRUCTIONS**

A. Remove the check valve from each of the two boost pumps in the RH wing inboard sump.

B. Gain access to the flapper in each check valve by using a 1.187 A/P (31 mm) wrench to remove the end of the valve.

C. Drill a 1/16″ (1.60 mm) diameter hole, in each flapper just below the tongue end. Remove all swarf and thoroughly clean the cheek valves.

D. Refit the ends to the check valves.

E. Install the cheek valves.

F. Repeat steps A. to E. on the two cheek valves in the LH wing inboard sump.

3. **MATERIALS INFORMATION**

None.

4. **RECORDING ACTION**

Modification N52 will incorporate the intent of this Service Bulletin in all airframe boost pump cheek valves.

5. **SPECIAL TOOLS AND EQUIPMENT REQUIRED**

None.

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